

SR 520 Bridge Replacement and HOV Project

Revised July 2003

Scenario

8-Lane Plan with
accommodation for
High Capacity Transit



Project Description:

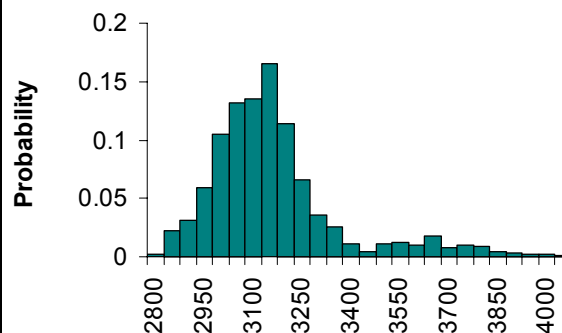
- Reconstructs and expands SR 520 to eight lanes between I-5 in Seattle and Bellevue Way, adding one General Purpose and one HOV lane each direction.
- Replaces SR 520 floating bridge, approaches, and Portage Bay bridge and widens to 9 lanes.
- Adds HOV ramp access to the I-5 express lanes.
- Adds expanded roadway shoulders and a bicycle/pedestrian lane.
- Pontoon sized to allow future HCT.
- Includes five 300-500-foot lidded sections of freeway (Roanoke, Montlake, 76th, 84th, & 92nd).
- Adds a tunnel under Montlake Cut connecting SR 520 to NE Pacific St.
- *I-5 and I-405 improvements will be required.*

Schedule:

Begin Construction
Range: 2008 - 2010

End Construction
Range: 2015 - 2017

CEVP Result:



* Costs shown DO NOT include the yet to be determined improvements to I-5 and I-405 required by this alternative.

Total Project Cost (Future \$M)

Project Benefits:

- Significantly reduces seismic and storm risks.
- Increases safety and operational reliability with added shoulders and lane widths.
- Expands current highway capacity.
- Reduces HOV travel times with new SR 520 to I-5 express lanes connection.
- Accommodates increased cross-lake travel via transit, vanpools and carpools.
- Improves environmental quality by removing ramps in Arboretum area, reducing water pollution from stormwater, and adding noise walls.
- Creates a new link for bicycles and pedestrians.
- Improves speed and reliability of transit and HOV.
- Reconnects neighborhoods with lids.

Project Cost Range:

10% chance the cost < \$ 2.9 Billion*

50% chance the cost < \$ 3.1 Billion*

90% chance the cost < \$ 3.4 Billion*

What's Changed Since 2002 CEVP:

- Scope: Project limits are shorter. **I-5 and I-405 improvements necessary for 8-lane option not yet included.**
- Schedule: Begin construction date delayed approximately three years due to lack of project funding, and need to further analyze eight lane option. End construction range has been advanced by approximately one year. Making the necessary I-5 and I-405 improvements will likely impact the schedule.
- Cost: Significant scope changes, improved construction sequencing and secured location to build the pontoons have reduced costs \$ 3.1 to \$4 billion. However, making the necessary I-5 and I-405 improvements could increase the estimate two to three times the existing cost range.

Risk Issues That May Impact Project Cost or Schedule:

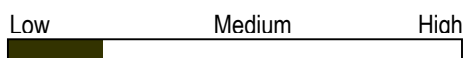
- Catastrophic failure of floating and fixed bridges could occur before replacement.
- Limited number of qualified and available contractors could increase costs.
- Right of way costs may escalate faster than estimated.
- Special stormwater facilities for floating bridge increase complexity and expense.
- Potential legal challenges.
- Local access improvements are not finalized and could cost more.
- Significant I-5 and I-405 improvements are required and unknown.

Financial Fine Print (Key Assumptions):

- Full project funding available by July 2005.
- Inflation escalation is to 2012, approximate midpoint of construction.
- Additional federal, state, regional and local money is needed to complete this project.
- Project cost range includes \$30 million in past expenses, beginning in 2000.

Level of

Project Design: 8%



July 16, 2003